

**FY 90
ANNUAL
GROWTH
POLICY**

Montgomery County, Maryland

**Adopted by
Montgomery County Council**

June 27, 1989

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Resolution No.: 11-1517
Introduced: June 27, 1989
Adopted: June 27, 1989

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

Subject: Approval of FY 90 Annual Growth Policy

Background

1. Bill 11-86 requires that no later than June 30th of each year, the County Council must adopt an Annual Growth Policy to be effective throughout the next fiscal year, providing policy guidance to the various agencies of government and to the general public on matters concerning land use development, growth management and related environmental, economic and social issues.
2. On December 29, 1988, in accordance with the requirements of Bill 11-86, the County Executive transmitted to the County Council the FY 90 Annual Growth Policy (AGP) for Montgomery County, showing his revisions to the Annual Growth Policy Draft submitted by the Planning Board on December 1, 1988.
3. In addition, the Annual Growth Policy report as submitted by the County Executive and the Planning Board contained supporting and explanatory materials including forecasts for the most probable trends in population and households, a set of recommended growth capacity ceilings for each policy area within the County, guidelines for the administration of the APFO, and other background information relevant to the subject of growth policy. The Planning Board also submitted two supporting reports including "Trends and Forecasts" and "Alternative Transportation Scenarios and Staging Ceilings", dated December, 1987. These materials were updated at Council worksessions.
5. On February 2, 1989, the County Council held a public hearing on the County Executive's recommended Growth Policy for Fiscal Year 1990.
6. On May 15, 1989, the County Council adopted the Capital Improvements Program for the years 1990-1995.
7. On June 5, 1989, June 6, 1989, and June 12, 1989, the Council conducted worksessions on the Annual Growth Policy for FY 1990, at which time careful consideration was given to the public hearing testimony, updated information, recommended revisions of the Montgomery County Planning Board, and the comments and concerns of other interested parties.
8. The County Council reviewed the facts and assumptions underlying this Annual Growth Policy. This included: 1) a detailed review by policy area of existing and projected school and transportation facilities and conditions;

2) discussion of the allocation of transportation capacity between jobs and housing; 3) establishment of Aspen Hill as a separate policy area; 4) improved administrative procedures in review of subdivision applications; 5) a review of the need for a continued special allocation for affordable housing; and 6) a review of the Annual Report of the Silver Spring Transportation Management District.

9. With regard to the appropriate structure of policy areas in the Kensington/Wheaton/Aspen Hill areas, the Council determined that the size, character, and level of transit service in Aspen Hill justifies classification of that area as a separate policy area. The Council found that continued consolidation of those areas as a single policy area could have the effect of masking an inappropriate level of congestion in Aspen Hill.

10. Provisions incorporated in this Resolution pertaining to the relationship between transit availability and the average level of service as well as the allocation of transportation capacity between jobs and housing are explanatory and confirmatory in nature. They do not represent substantive changes from principles utilized by this Council in the adoption of prior annual growth policies.

11. Local area review provisions in this Resolution pertaining to Friendship Heights reflect a concern by the Council that certain assumptions in the 1974 Sector Plan for the Friendship Heights Central Business District can be undermined by the approved development in the District of Columbia and thereby create an inequitable situation for property owners within the Central Business District.

12. The County Council reviewed the "pipeline" of development in the County and made adjustments for administrative errors. The Council recognizes efforts made by the Planning Board and the Executive to improve the consistency and reliability of the County growth management data base. In this regard, the Council stresses the need for sustained administrative vigilance in assessing the validity of computer based systems and the reliability of data collection efforts. The Council recognizes that a quantitatively oriented system such as the Annual Growth Policy, though subject to limitations, can promote objectivity and fairness in land-use decision making.

Action

The County Council for Montgomery County, Maryland, adopts the background statement and approves the following Resolution:

The County Executive's recommended FY 90 Annual Growth Policy has been reviewed and amended by the County Council, so that the following constitutes the entire Annual Growth Policy for FY 90:

I. Guidelines for the Administration of the Adequate Public Facilities Ordinance:

The Montgomery County Subdivision Ordinance, Chapter 50, Section 35(k), directs the Montgomery County Planning Board to approve preliminary plans of subdivision only after finding that public facilities will be adequate to serve the subdivision. This involves

predicting future demand from private development and comparing it to the capacity of existing and programmed public facilities. The following guidelines describe the methods and criteria that the Planning Board and its staff must use in determining the adequacy of public facilities. These guidelines supersede all previous ones adopted administratively by the Planning Board to the extent that these guidelines conflict with previous ones. They also supersede those provisions of the Adequate Public Facilities Ordinance (APFO) which were specified to apply only until the County Council had approved an Annual Growth Policy (AGP).

The Council accepts the definitions of terms and the assignment of values to key measurement variables which were used by the Planning Board and its staff, and accepted by the Executive, in developing the recommended Annual Growth Policy. The Council delegates to the Planning Board and its staff all other necessary administrative decisions not covered by the guidelines outlined below. In its administration of the APFO, the Planning Board is directed to request and consider the recommendations of the County Executive and other agencies in determining the adequacy of public facilities.

Subdivision applications may be subject to two different types of test. One is called the Policy Area Review. The other is called the Local Area Review.

The Policy Area Review divides the County into policy areas. These are geographic areas for which the adequacy of public facilities is addressed on an area-wide basis, as follows:

- o With regard to transportation, a staging ceiling may be established for each policy area.
- o With regard to school facilities, a legislative determination will be made whether the school facilities for each policy area will be adequate.

The staging ceiling for a policy area is defined as the maximum amount of land development that can be accommodated by the existing and programmed public facilities serving the area, at an assigned level of service standard. The legislative directive concerning school policy areas reflects a determination whether additional development can be accommodated by the schools. The policy area staging ceilings and directives approved in this Annual Growth Policy are to remain in effect throughout FY 90 unless amended subsequently by the County Council after public hearing. However, the Planning Board may adjust the policy area staging ceilings, in accordance with the Board's administrative procedures, to reflect trip reduction programs or developer participation in capital improvement projects.

Except for special circumstances which are described below (see discussions of "Ceiling Flexibility"), if a proposed subdivision is in a geographic policy area for which previously approved development (pipeline) exceeds the staging ceiling, or for which a negative school facility directive exists, then the Planning Board must find the public facilities to be inadequate.

The purpose of the Policy Area Review method for evaluating the adequacy of transportation facilities is to place the individual subdivision within the context of a comprehensive, countywide assessment, which takes account of, and properly allows for, the upstream and downstream traffic impacts of development in various geographic areas. Similarly, the purpose of the policy area directives concerning school facilities is to reflect the ability of the public school system to accommodate students from new development.

The policy area ceilings and directives described in this AGP are based primarily on the public facilities in the Approved FY 90-95 Capital Improvements Program (CIP) and the Maryland Department of Transportation FY 89-94 Consolidated Transportation Program (CTP). The Council also reviewed related County and State funding decisions, master plan guidance and zoning where relevant, and related legislative actions. These ceilings and directives and their supporting planning and measurement process have been the subject of a public hearing and review during worksessions by the County Council. Approval of the ceilings and directives reflects a legislative judgment that, all things considered, these staging ceilings and procedures constitute a reasonable, appropriate, and desirable set of interim growth limits, which properly relate to the ability of the County to program and construct facilities necessary to accommodate growth. These growth limits will substantially advance County land use objectives by providing for coordinated and orderly development.

These guidelines are not intended to be used as a means for government to avoid its responsibility to provide adequate public facilities. Annual review and oversight allows the Council to identify problems and initiate solutions that will serve to avoid or limit the duration of any moratorium in a specific policy area. Further, alternatives may be available for developers who wish to proceed in advance of the adopted public facilities program, through the provision of additional public facility capacity beyond that contained in the approved Capital Improvements Program, or through other measures which accomplish an equivalent effect.

The administration of the Adequate Public Facilities Ordinance shall at all times be consistent with adopted master plans and sector plans. Where development staging in adopted master plans or sector plans are more restrictive than APF guidelines, the guidelines in the adopted master plan or sector plan shall be used to the extent that they are more restrictive. More restrictive guidelines can be found in the Bethesda Sector Plan, the Friendship Heights Sector Plan, the Silver Spring CBD Sector Plan, the Grosvenor Sector Plan, the Nicholson Lane Sector Plan and the Shady Grove West portion of the Gaithersburg Vicinity Master Plan. The ceiling in the Potomac Policy Area is set at the zoning ceiling based on the policy in the Potomac Master Plan.

The ceiling in all Group I areas is set at the zoning ceiling subject to guidelines for Local Area Review and guidelines for water and sewerage facilities.

A. Guidelines for Transportation Facilities

(1) Policy Area Review

(a) Establishment of Staging Ceilings

For the purposes of transportation analysis, the County has been divided into 246 areas called traffic zones as seen in Map 1. Based upon their transportation characteristics, these areas are grouped into transportation policy areas. In many cases, transportation policy areas have boundaries that are the same as planning area boundaries.

Map 2 shows the policy areas, and the Standard of Transportation Level of Service assigned to each of them. These levels of service standards represent a statistical average over the whole policy area. They are used in the calculations in the traffic simulation model described below. In general, the average level of service standards posted for each policy area are based on a policy that it is appropriate to permit greater congestion to occur in areas in which greater transit availability provides an alternative mode of travel for many travelers in the area. In that way, there is an opportunity for an approximately equivalent overall transportation level of service to the residents and employees throughout the County.

Chart 1 provides a refined basis for showing the correspondence between transit availability and the average level of service standards. It is based primarily upon the material presented in Chapter 6 of the Planning Department background report "Alternative Transportation Scenarios and Staging Ceilings" dated December, 1987. In Chart 1, combinations of transit service that provide increased coverage and frequency and with more accessible and closer spaced stations and stops, are ranked as defining a higher level of transit service.

These underlying conceptual and operational measures of coverage, route density, frequency of service, and accessibility to transit are used primarily in a qualitative manner to describe and rank order the six different transit LOS categorical definitions in Chart 1. This approach takes into account fixed guideway transit systems such as Metrorail, MARC commuter rail, or possible light rail trolley systems. It also applies to bus-based transit systems, high occupancy vehicle priority systems, and auto dependent transit systems which are based in large part on park/ride access as opposed to walk and bus access.

Through the use of a computerized traffic simulation model, the Planning staff has computed a balanced relationship between a programmed set of transportation facilities and a geographical pattern of jobs and housing units. Policy area ceilings have been established through a process which assigns a hypothetical future land use pattern (i.e., jobs, and housing units derived from interim market projections) to the County, and tests its traffic impact through the use of this model. Through a process of repetitive trial

and error, this land use pattern has been modified so that it produces a traffic volume and distribution that is equivalent to the average level of service standard for each policy area.

The allocation of transportation capacity between jobs and housing by the County Council reflects its approach to the General Plan recommendation that jobs and housing be balanced. Attainment of that goal is often expressed by the ratio that describes the relationship between the number of employed residents per household to the number of jobs per household. Since the current jobs-to-housing ratio of existing and approved development is tilted towards jobs, allocations of new capacity as well as allocations of any reductions in capacity should generally favor housing.

Some modifications to this approach may be made in specific policy areas to reflect the character of an area and its related development policies as set forth in the relevant master plan(s), the size and allocation of jobs and housing in the existing base and pipeline of development. Modifications may also be made to avoid or reduce the duration of any subdivision moratorium or to address specific equity considerations. The product of these adjustments is tested against the appropriate level of service in the transportation model to determine the specific ceiling allocation as described above. The staging ceilings established by this method are shown in Table 1.

The ceiling in the Fairland/White Oak Policy Area is set at the C/D average level of service. This reflects the policy decision in the Eastern Montgomery County Master Plan that housing density, reduced for environmental reasons near the high-quality Paint Branch tributaries, should be increased in the U.S. 29 corridor where it can be better served by transit, and that, as the number of jobs and housing in this corridor increases, transit service can be increased to adequately serve the transportation needs of this density. The existing and programmed transit facilities and services in the Fairland/White Oak Policy Area are sufficient to classify it as a Group III Policy Area with moderate transit service.

The traffic simulation model takes into account all existing and approved development and all eligible programmed transportation CIP projects. For these purposes, "approved development" includes all approved preliminary plans of subdivision. "Eligible programmed transportation CIP projects" include all County CIP, State Transportation Program projects, and City of Rockville or Gaithersburg projects for which 100 percent of the expenditures for construction are estimated to occur within the first four years of the applicable programs.

Planning staff shall keep a record of all previously approved preliminary plans and other data about the status of development projects, and continuously update the pipeline number of approved preliminary plans, thus constantly keeping in view, and presenting to the Planning Board, the amount of capacity still available under the adopted ceiling at any given time. The continuous updating shall include all changes to the amount of development approved under

outstanding preliminary plans, with the exception of those which result from the discovery of accounting errors. Such errors shall be reported to the Council each year in May prior to the Council's adoption of the AGP, and shall be reported on a quarterly basis, or more frequently, to the Planning Board who may bring them to the attention of the Council if the Board judges them to be significant. (Table 2 shows the net capacity remaining as of April 6, 1989.) The Planning Board should maintain a periodically updated queue list of applicants for preliminary plan of subdivision approval.

When the subdivision pipeline has risen to meet the ceiling, no more subdivisions shall be approved by the Planning Board in that policy area, except under certain special circumstances, which are outlined below.

(b) Silver Spring CBD Policy Area Ceiling

The Silver Spring CBD was established as a separate Group VI Policy Area in 1987, as categorized on Map 1 and Chart 1. The boundaries of the new policy area are shown on Map 3.

The job and housing ceilings for this Group VI Policy Area must meet the following administrative guidelines:

- o All traffic limitations are derived from the heaviest traffic demand period, in Silver Spring's case, the p.m. peak hour outbound traffic;
- o The average level of service for the surrounding Silver Spring/Takoma Park Policy Area must not be worse than the adopted average standard of D/E;
- o The outbound traffic, including both local CBD traffic and through traffic, must not exceed the Silver Spring practical cordon capacity of 18,000 vehicles in the peak hour;
- o The Planning Board and the Department of Transportation will implement Transportation Systems Management for the Silver Spring CBD; the goal of this program will be to achieve the commuting goals for transit use and auto occupancy rates set out below.

The County Government, through the Silver Spring Parking District, will constrain the amount of public and private long term parking spaces.

For the FY 89 Annual Growth Policy, a net remaining jobs capacity ceiling of 10,750 as of October 8, 1987, of which at least 2,000 must be retail, and 250 are reserved for standard method projects, and a net remaining housing capacity of 3,000 dwelling units meet these administrative guidelines. Since October 1987, a total of 10,293 jobs have received preliminary plan approval. Of these, 2,184 are retail jobs. Of the 457 remaining jobs as of April 1989, 248 remain reserved for standard method projects. Since October 1987, a total of 1,663 housing units have received preliminary approval for a net

remaining housing capacity of 1,684 units. (The pipeline does not yet count projects which only have project plan approval such as Cameron Street and East-West Plaza.) The parking constraints and commuting goals needed to achieve satisfactory traffic conditions with these ceilings are as follows:

o Parking constraint

A maximum of 17,500 public and private long-term spaces when all nonresidential development is built; (this maximum assumes a peak accumulation factor of .9, which requires verification in Silver Spring and may be subject to revision). Interim long-term parking constraints will be imposed in accordance with the amount of interim development. Long-term public parking spaces will be priced to reflect the market value of constrained parking spaces.

o Commuting goals

For employers with 25 or more employees, 25 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle; and

For new nonresidential development, 30 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle.

To achieve these goals it will be necessary to require developers of new development in Silver Spring to enter into traffic mitigation agreements and the employers and certain owners to submit transportation mitigation plans as set forth in the Transportation Systems Management legislation (Bill #24-87).

Each Annual Growth Policy will reflect the Annual Report of the Silver Spring Transportation Management District, which must include a report of the status of critical signalized intersections (as defined in the report of October 5, 1987). The Annual Growth Policy must include a projection of future traffic conditions based on intersection improvements in the proposed CIP and full achievement of the Transportation Management District goals. The Council will take this information into account in the decisions on the Growth Policy and the CIP.

In accordance with the amendment to the Silver Spring Sector Plan, subdivision applications for nonresidential standard method projects throughout the CBD may be approved for development or additions of not more than 5,000 square feet of gross floor area. (If, for a particular use, the addition of five peak hour trips yields a floor area greater than 5,000 square feet, that additional area may be approved for that particular use.)

(c) Aspen Hill and Kensington/Wheaton Policy Areas

Aspen Hill is established as a separate policy area and is classified as a Group III area with an average LOS standard of C/D. It is separated from the former Kensington/Wheaton/Aspen Hill area. The

boundary separating the Aspen Hill policy area from the Kensington Wheaton Policy Area is the Rockville Facility right-of-way. Kensington/Wheaton is established as a separate policy area and is classified as a Group IV area with an average LOS standard of D. Boundaries with other policy areas contiguous with the former Kensington/Wheaton/Aspen Hill policy area remain as delineated under the FY 1989 Annual Growth Policy.

An applicant for preliminary plan of subdivision approval in the Aspen Hill policy area must have its application evaluated against the remaining ceiling capacity under the FY 89 Annual Growth Policy for the Kensington/Wheaton/Aspen Hill Policy Area if the application:

- 1) was accepted as complete by the Planning Board prior to July 1, 1989;
- 2) is scheduled for action on a Planning Board agenda within six months from the date the application is accepted as complete; and
- 3) is otherwise approvable within the six-month time frame.

(d) Special Ceiling Allocation for Affordable Housing

The County's policy of balancing growth in each policy area with the supply of public facilities, set forth in the Adequate Public Facilities Ordinance and implemented through the Annual Growth Policy, has the effect of preventing the accomplishment of another important County policy; i.e., the provision of a balanced and adequate housing supply, with emphasis on the availability of affordable housing for low and moderate income families. To encourage the provision of a housing supply which fosters the availability of affordable housing for low and moderate income families, the Planning Board may approve affordable housing subdivision applications in any policy area with insufficient net remaining capacity, according to the following guidelines:

- (i) An affordable housing development is defined as a housing development which is either owned by the Housing Opportunities Commission or by a partnership in which HOC is the general partner; or, a privately-owned housing development in which 20% of the units are occupied by households at or below 50% of the area median income, adjusted for family size, or 40% of the units are occupied by households at or below 60% of the area median income, adjusted for family size. Such a development must be certified by HOC as having met the definition of affordable housing and the owner of such development must enter an agreement with HOC to maintain the occupancy requirements for a period of at least 15 years. These requirements include the provision of any MPDUs.
- (ii) For projects owned or controlled by HOC, the Planning Board may approve in FY 90 affordable housing developments which include up to 125 units in a policy area with insufficient net remaining capacity or, in the alternative, for privately owned affordable housing developments, the Planning Board may approve projects which include up to 250 units in a policy area with insufficient net remaining capacity.

(iii) Affordable housing developments approved under this exception to the staging ceiling must meet the standards of Local Area Review. (See Section (2), Local Area Review, below).

(iv) Developments approved under this provision will be added to the pipeline of development.

(e) Ceiling Flexibility for Developer Participation Projects

Staging Ceiling Flexibility allows the Planning Board, after considering the recommendation of the County Executive, to approve a preliminary plan application which exceeds the staging ceiling. In allowing the staging ceiling to be exceeded, caution should be exercised to assure that the average level of service for the relevant policy area is not adversely affected. Except as otherwise expressly stated in this subsection, the same level of service criteria already established in the Annual Growth Policy shall be used in evaluating an application to be approved under these ceiling flexibility provisions.

In general, such approval above the staging ceiling shall be conditioned upon the planned and scheduled construction by either the applicant and/or the government, of some public facility projects, or other appropriate capacity measure, (such as the private operation of a transit program) which, if added to the approved CIP or CTP programmed facilities, will add capacity or its equivalent to the existing facility system and result in no lessening of the area-wide level of service.

In general, the capacity addition must be scheduled for completion at the same time or before the proposed development is to be completed. The application must also be approved under Local Area Review standards. The nature, design and scale of the additional project or program must receive prior approval from the relevant governmental agencies responsible for constructing or maintaining such facilities or programs. The recommendation of the Executive also will be evaluated carefully.

Both the subdivision plan and the necessary additional facilities must be in accordance with an adopted master plan or other relevant policy statement; the design of the facilities must be subject to mandatory referral to the Planning Board; and the applicant and the relevant public agency must execute an appropriate public works agreement prior to record plat approval.

The phrase "additional transportation facilities" means transportation facilities other than those on which the policy area staging ceilings of the current Annual Growth Policy are based.

(i) Full-Cost Developer Participation

In cases where the applicant agrees to pay for the full cost of all the additional necessary public facilities, and the relevant administering agency has agreed, the Planning Board may approve subdivision plans whose public facility needs exceed the net remaining capacity under the adopted staging ceiling.

Where the applicant commits to provide the full cost of a transit, para-transit or ridesharing program, such application may be deemed to have passed the staging ceiling test, insofar as transportation is concerned, if the Board finds, after reviewing recommendations of the County Executive, that the program will reduce the number of peak-hour, peak-direction automobile trips by as many trips as would be generated by the proposed development. After a preliminary subdivision plan has been approved on this basis, later applications may be credited for reduced trips generated by the new proposal.

(ii) Partial-Cost Developer Participation

Partial-cost developer participation is available for certain types of development projects under certain circumstances described below. In cases of proposed partial-cost developer participation, the Planning Board may approve subdivision plans whose public facility needs exceed the net remaining capacity only if the following criteria, standards and requirements set forth in paragraphs (1) and (2) below are met. Related guidance to the Planning Board is set forth in paragraph (5), including provisions relating to approval of, and participation by, other subdivision applicants. Procedures and requirements for executive and legislative action for partial-cost developer participation are contained primarily in paragraphs (3) and (4).

(1) Eligible Project Criteria

- (a) The project has a development staging plan beyond 4 years and enables the consolidation or expansion of an employer already located in the County or allows the establishment of facilities for a new employer. Employer facilities must be primarily for specific and defined employment needs of the employer and not for the sale or leasing of speculative office, industrial or retail commercial space. The employer's business plan, purchase or lease arrangements, staging plan, occupancy projections, and other relevant factors should be considered to determine the primary purpose of the proposed facilities; or
- (b) The project has a development staging plan extending beyond 4 years and enables planned development of superior and integrated design and/or transit serviceability in zoning categories that expressly allow partial-cost developer participation as designated by the District Council; or
- (c) The project is to be located in the Research and Development Village, including the County-owned Life Sciences Center, as identified in the approved and adopted January, 1985 Gaithersburg Vicinity Master Plan.

(2) Public-Private Participation Requirements

- (a) Additional transportation facilities proposed to serve an eligible project must be sufficient, when combined with net remaining capacity, to provide policy area capacity for both the eligible project and other completed subdivision applications that have been filed earlier than that of the eligible project within the policy area.
- (b) The applicant for the eligible project agrees to condition subdivision approval on a staging schedule which will link the issuance of specific building permits receivable in each staging period to the execution of specific transportation construction contracts in the same staging period.
- (c) The applicant for the eligible project must construct or agree to pay all costs for all additional transportation facilities other than those facilities currently included for start of construction within the first six years of the adopted CIP or within the State Consolidated Transportation Program (CTP).
- (d) The applicant for the eligible project agrees to contribute transportation facilities and/or cash in a minimum amount of the greater of the following:
 - 1. A total of 35% of the cost of all additional transportation facilities, with the cost determined as of the date of execution of the construction contract; or
 - 2. A contribution of 100% of the costs of all additional transportation facilities other than those facilities currently included for start of construction within the first six years of the adopted CIP or within the adopted CTP; such costs are to be determined as of the date of execution of the construction contract for that transportation facility; or
 - 3. Impact fees, if applicable, at the date of issuance of building permit.
- (e) All applicants with residential components agree to be subject to special conditions with regard to school capacity, as described in Section B, Guidelines for Public School Facilities, below.
- (f) The applicant for an eligible project must execute a memorandum of understanding with the County Executive prior to Council action under paragraph (4)(b) specifying the private sector commitments under this paragraph. A separate participating subdivision applicant may also execute the memorandum of understanding. An applicant must agree in the memorandum of understanding that the public improvement agreement be made a condition of subdivision approval.

(3) Procedures and Action - Executive

All formal requests for staging ceiling flexibility under this provision must be made in writing to the County Executive after the applicant has filed a complete subdivision application with the Planning Board. The County Executive must review the request and determine whether or not to recommend authorizing legislation and/or a CIP amendment. The following items, among other relevant factors, should be considered:

- (a) whether the proposed subdivision plan constitutes an eligible project and otherwise meets all requirements of this subsection;
- (b) whether the proposed additional transportation facilities are consistent with the Executive's transportation program in terms of timing, location, design and cost;
- (c) the effect of the proposal on County operating budget or capital programs;
- (d) the financial and managerial capability of the applicant to undertake all requirements of this subsection utilizing current estimates of rights-of-way, design, and construction costs, adjusted for inflation to the date expected for their payment;
- (e) the existence of unresolved transportation programming, fiscal, or other policy issues.

On not less than a quarterly basis, the County Executive must transmit to the Council and Planning Board all written requests for partial cost developer participation that were not recommended and a brief description of the reason. The Council may request the County Executive to reevaluate a request, provide greater detail, or initiate appropriate budgetary or legislative action.

(4) Procedures and Action - County Council

- (a) All proposed CIP amendments and requests for legislative special capital improvement project authorizations must be considered by the Council in accordance with all applicable fiscal and legislative procedures. In addition to any other information required to be submitted under law, the County Executive should submit to the Council information describing:
 1. the eligible project for which the facilities are necessary;
 2. the proposed staging schedule for both the facilities and the project;

3. public facility programming issues;
4. the impact on the County's finances including the affordability of the proposed public facility program; and
5. a memorandum of understanding specifying, among other things, the private sector commitments under paragraph (2) above.

Before Council action, the Planning Board should comment on the public facility issues presented by the special capital improvement project legislation or CIP designation, the relationship between the additional transportation facilities and the proposed staging schedule, the effect on policy area ceilings, and any other relevant matters, as appropriate.

- (b) For additional transportation facilities required under paragraph (2)(a), above, to be available for partial-cost developer participation under this subsection, the County Council must:

1. enact all authorizing legislation or resolutions that would be required under law for the facility; and
2. designate the additional transportation facilities in the CIP, as appropriate for partial cost developer participation or as being fully funded by the private sector.

Transportation facility projects remain subject to all necessary applicable appropriations and federal, state and local regulatory or other approvals.

- (c) Subsequent to any favorable County Council action, the County Executive, or designee, must execute a detailed public improvement agreement that formalizes the memorandum of understanding. The County Executive must periodically report to the Council on the status of public improvement agreements under this subsection and notify the Council of any material changes in circumstances affecting its legislative actions under the partial-cost developer participation provisions.

(5) Planning Board Action; Other Subdivision Applicant Participation

- (a) In its determination of whether transportation facilities are adequate to meet the needs of an eligible project, the Planning Board may count those facilities that have received favorable Council action under paragraph (4)(b), above, for both policy area ceilings and local area review, without the need for those facilities to be shown in the Approved Road Program.

(b) The Planning Board may similarly count these facilities and approve a subdivision plan with a completed application filing date that is earlier than that of the application of an eligible project if the applicant agrees to participate in the provision of additional transportation facilities, on a proportional trip generation or other agreed cost basis, and in accordance with the staging and public school requirements set forth in paragraph (2)(b) and (e), above. A public improvement agreement may include all participating subdivision applicants.

(c) A non-participating applicant with an earlier application filing date than the eligible project may have its application approved within the same general time period as the eligible project if it meets normal local area review requirements; however, it must be conditioned so that building permits will be approved only when building permits for the eligible project or participating subdivisions are eligible for approval. A non-participating applicant remains subject to all local area review and other regulatory requirements.

(iii) Miscellaneous Provisions

Further staging ceiling flexibility is not available in the Silver Spring CBD because traffic mitigation measures of the Transportation Management District have been relied upon to establish the ceilings for the Group VI Policy Area in Silver Spring.

The approval of preliminary plans which add only a few vehicle trips will be considered on a case-by-case basis by the Planning Board. In general, in policy areas with no ceiling balance (i.e., no remaining capacity), all land at one location for which zoning or other constraints permit no more than ten trips in total may receive approval of up to five trips. Non-residential plans submitted for the purpose of expanding structures which were completed prior to 1982 may receive approval for additional development which add no more than five trips. (The term, "all land at one location," means all land that would be included in a determination of whether a project is a "significantly sized project" under the Planning Board's guidelines for Local Area Transportation Review outlined in Montgomery County Planning Department's "Alternative Transportation Scenarios and Staging Ceilings," 1987.)

(f) Amendment of Policy Ceilings

From time to time, these staging ceilings may be amended by the Montgomery County Council, after public hearing, to reflect changing conditions such as additions to the Capital Improvements Program or the State's Consolidated Transportation Program, changing patterns of public facility usage, revised levels of public service, and other

relevant criteria. The effect of the various traffic alleviation measures approved under the 1986 Interim Growth Policy (i.e., short-term traffic alleviation measures) has not been included in the development of the policy area ceilings. If measurable results become evident, consideration could be given to revision of the ceilings.

Policy area ceilings may also be amended by the County Council to resolve public policy conflicts and to accomplish a particular public policy objective.

(g) Allocation of Staging Ceiling to Preliminary Plans of Subdivision

The Planning Board allocates available staging ceiling capacity in a policy area based on the queue date of an application for preliminary plan of subdivision approval.

(i) Assignment of queue date

The queue date of a preliminary plan of subdivision is the date:

- (1) a complete application is filed with the Planning Board;
- (2) an updated traffic study is filed, if required to obtain a new queue date under paragraph (iv)(2); or
- (3) 6 months after the prior queue date if the prior queue date expires under subparagraph (iii)(1)(a) and the application does not include a traffic study.

(ii) Calculation of available staging ceiling capacity

The Planning Board determines whether there is adequate staging ceiling capacity available for a project by subtracting the capacity required by projects with earlier queue dates from the remaining capacity on Table 2 as updated periodically. Based on this calculation, the Planning Board may:

- (1) approve a project for which there is sufficient capacity;
- (2) approve part of a project for which there is sufficient capacity, leaving the remainder of the project in the queue until additional capacity becomes available;
- (3) deny an application for a project for which there is insufficient capacity; or
- (4) defer approval of a project and leave the project in the queue until sufficient capacity becomes available for all or part of the project. In situations where there is insufficient capacity, staff should not reschedule a hearing on the application unless the applicant requests one.

If there is sufficient capacity for a project based on the queue date, the Planning Board must not deny an application based on pipeline changes while the queue date is in effect.

(iii) Expiration of queue date

- (1) A queue date for an application for preliminary plan of subdivision approval expires:
 - (a) 6 months after the queue date if there is sufficient staging ceiling capacity for the entire project on the queue date and the Planning Board has not scheduled the application for action;
 - (b) 6 months after sufficient capacity becomes available for the entire project if an updated traffic study is not required under paragraph (iv)(1);
 - (c) 6 months after an updated traffic study is filed if required under paragraph (iv)(1); or
 - (d) on the applicant's failure to request background data, to submit an updated traffic study, or to submit a complete updated traffic study after notice that a study is incomplete, all within the time limits in subsection (iv).
- (2) The Planning Board may grant up to a 6-month extension of a queue date if the applicant demonstrates that a queue date expired or will expire because of governmental delay beyond the applicant's control.

(iv) Updated traffic studies

- (1) Required when sufficient capacity becomes available

The queue date of an application for which there is not sufficient staging ceiling capacity when the complete application is filed, and which includes a traffic study, will expire when sufficient capacity becomes available, unless the applicant:

- (a) requests background data from the Planning Board to prepare an updated traffic study within 1 month after capacity becomes available; and
- (b) submits an updated traffic study within 1 month after receiving the background data. However, if the Planning Board provides the background data between June 1 and September 15, the updated study must be submitted by October 15.

- (2) Required to obtain a new queue date after expiration

If the queue date of an application which includes a traffic study expires, an updated traffic study must be filed to obtain a new queue date.

(3) Notice of incomplete updated traffic study

The Planning Board must notify an applicant within 15 days after an updated traffic study is filed if the study is incomplete. An applicant must file a complete traffic study within 30 days of receipt of the notice that a study is incomplete.

(v) Treatment of existing complete applications

An application which was accepted as complete before July 1, 1989 must continue to be processed under Section I.A(1)(f) of the FY 1989 Annual Growth Policy for a period of 6 months after its queue date or until the expiration of any extension of the queue date granted by the Planning Board prior to July 1, 1989. At the end of that period, the application will be processed under this section.

(2) Local Area Review (LAR)

The traffic simulation model used for Policy Area Review addresses the average level of traffic in the policy area. If this were the only test, an area with acceptable average level of service could have one or more intersections, or roadway links, with unacceptably poor levels of service. It is necessary, therefore, that a local area test be applied to assure that new development is not allowed to cause such congestion.

Local Area Review shall, at all times, be consistent with the standards and staging mechanisms of adopted master plans and sector plans. In the Potomac Policy Area, only the area contributing traffic to the intersection of Montrose Road and Seven Locks Road will be subject to Local Area Review.

In the area designated as the Silver Spring CBD Policy Area, the Planning Board, in consultation with the Department of Transportation, will prepare performance evaluation criteria for its Local Area Review. These criteria will be used to accomplish: (1) safety for pedestrians and vehicles; (2) access to buildings and sites; and (3) traffic flow within the vicinity, at levels which are tolerable in an urban situation. The County Executive will publish a Silver Spring Traffic Management Program after receiving public comment and a recommendation from the Planning Board. This program will list those actions to be taken by government to maintain traffic flow at tolerable levels in the Silver Spring CBD, and protect the surrounding residential area.

For analysis of properties located within the Friendship Heights Central Business District, as defined by the 1974 Friendship Heights Sector Plan, any traffic trips from approved and/or built projects on certain properties in the District of Columbia which exceed the total of 2,329 new trips allocated to those same properties in the District of Columbia pursuant and subject to the August 30, 1973 statement of the Inter-Jurisdictional Policy Task Force on Friendship Heights (as

set forth in Appendix "E" and referred to on pages 39-41 of the 1974 Friendship Heights Sector Plan), shall not be used in making a determination that local intersections are operating at adequate levels of service.

Local Area Review must be undertaken for subdivisions which would generate more than 50 peak hour automobile trips in either of the following circumstances:

- o For the policy area, total approved development is within 5 percent of the policy area ceiling; or
- o For the local area, the proposed development is located near a congested area.

In administering the Local Area Review (LAR), the Planning Board must not approve a subdivision if it finds that an unacceptable peak hour level of service will result after taking into account existing roads, programmed roads, available or programmed mass transportation, and improvements to be provided by the applicant. If the subdivision will affect an intersection, or roadway link for which congestion is already unacceptable, then the subdivision may only be approved if it does not make the situation worse.

The mid-point of Level of Service E is presumed to be the condition under which a roadway intersection or link is operating at maximum capacity. Critical Lane Volumes or Link Level of Service higher than the mid-point of LOS E are deemed to reduce the overall efficiency of the road network. For Groups II to V Areas, a peak hour level of service below the midpoint of LOS E is unacceptable for Local Area Review. In Group I Areas, Level of Service below Level of Service D is unacceptable for Local Area Review. Administrative guidelines for LAR in the Silver Spring CBD Policy Area have been adopted by the Planning Board (July 14, 1988).

The nature of the LAR test is such that a traffic study is necessary if local congestion is likely to occur. The Planning Board and staff will examine the applicant's traffic study to determine whether adjustments are necessary to assure that the traffic study is a reasonable and appropriate reflection of the traffic impact of the proposed subdivision after taking into account all approved development and programmed transportation projects.

For Local Area Review purposes, the programmed transportation projects to be considered are those included in the most recent edition of the County Executive's Approved Road Program (ARP). The Approved Road Program shall include only roads programmed in the current approved Capital Improvements Program and the Maryland Consolidated Transportation Program for which:

- (1) The County Executive has determined that construction will begin within two years of the effective date of the approved road program; and
- (2) In the case of the County CIP, 100 percent of the expenditure for contracts, have been appropriated.

For these purposes, roads required under Section 302 of the Charter to be authorized by law are not to be considered programmed until the time for petition to referendum has expired without a valid petition, or the authorizing law has been approved by referendum.

The Planning Board has adopted guidelines for the administration of Local Area Review. To the extent that they are consistent with these legislative guidelines, the Planning Board guidelines may continue to apply or to be amended as the Planning Board deems it necessary to do so.

In its administration of Local Area Review, the Planning Board shall give careful consideration to the recommendations of the County Executive concerning the applicant's traffic study and proposed improvements or any other aspect of the LAR.

B. Guidelines for Public School Facilities

(1) Geographic Area

For the purposes of public school analysis and local area review of school facilities at time of subdivision, the County has been divided into 21 areas called high school clusters as shown in Map 4. These areas coincide exactly with the cluster boundaries used by the Montgomery County Public School system.

The Council evaluated available capacity in each high school cluster and compared enrollment projected by Montgomery County Public Schools for each fiscal year with projected school capacity four years out.

If insufficient capacity was available, the Council determined whether an adjacent cluster or clusters had sufficient capacity to cover the projected deficit in school capacity. The Council's groupings were only for the administration of the Adequate Public Facilities Ordinance and are not in any way a required action by the Board of Education in exercising its power to designate school service boundaries.

(2) School Capacity Measure

The Council used 110 percent of Council funded program capacity as the school capacity measure in the administration of the Adequate Public Facilities Ordinance. This capacity measure does not count relocatable classrooms in computing a school's permanent capacity. Based on the approved FY 90-95 CIP, the Council funded regular program capacity is a class size of 25 for grades 1-6, 44 for half day kindergarten where it is currently provided, 22 for all day kindergarten where it is currently provided, and an effective class size of 22.5 for secondary grades.

(3) Grade Levels

Each of the three grade level clusters, namely elementary, J/I/M, and high school are assessed separately as part of the Annual Growth Policy. Using the approach outlined above, and assuming the approved

FY 90-95 CIP, the Council declares school capacity for school year 1993 to be adequate for anticipated growth during FY 90 in all high school clusters. Tables 3, 4, and 5 present the results of this analysis.

The Planning Board, in its review of preliminary plans of subdivisions, shall consider schools to be adequate for APFO purposes in all clusters for FY 1990.

(4) Affordable Housing

Because school capacity for Adequate Public Facility purposes has been determined adequate for 1990, the Special Ceiling Allocation for Affordable Housing may be invoked only with respect to transportation ceilings. The need for a Special Ceiling Allocation with respect to school capacity will be considered at such time capacity is inadequate for a particular policy area.

(5) Ceiling Flexibility for Partial Cost Developer Participation

When a subdivision with a residential component is approved for transportation capacity under the provisions of the Partial Cost Developer Participation subsection, the Planning Board may approve the subdivision for school facility adequacy if: (a) the subdivision is located in a school cluster area that has been designated as adequate for school capacity; and (b) the applicant agrees to condition his subdivision approval on a staging schedule, which will require the applicant to receive a subsequent APF approval for school capacity for all of the housing units that are scheduled in his staging plan to receive building permits after the end of the four year period used in calculating school capacity in this Annual Growth Policy. This does not imply any obligation on the part of the Council to provide public school facilities in accordance with any staging plan and the applicant may provide private resources for school sites and/or school construction in order to assure adequate school capacity.

C. Guidelines for Water and Sewerage Facilities

In accordance with the language of the Adequate Public Facilities Ordinance itself, both for policy areas with a staging ceiling and in those without one, applications shall be considered adequately served by water and sewerage if the subdivision is located in an area in which water and sewer service is presently available, is under construction, or is designated by the County Council for extension of service within the first two years of a current approved Comprehensive Water Supply and Sewerage Systems Plan (i.e., categories I, II, and III) or if the applicant either provides a community water and/or sewerage system or meets health department requirements for septic and/or well systems, as outlined in the Adequate Public Facilities Ordinance. These requirements are determined either by reference to the Water and Sewerage Plan, adopted by the Council, or by obtaining a satisfactory percolation test from the County Health Department.

Applications will only be accepted for further planning staff and Board consideration if they present evidence of meeting the appropriate requirements.

D. Guidelines for Police, Fire and Health Services

The Planning Board and staff shall consider the programmed services to be adequate for facilities such as police stations, firehouses, and health clinics unless there is evidence to believe that a local area problem will be generated. Such a problem is one which cannot be overcome within the context of the approved Capital Improvements Program and Operating Budgets of the relevant agencies. Where such evidence exists, either through agency response to the Subdivision Review committee clearinghouse, or through public commentary or planning staff consideration, a Local Area Review shall be undertaken. Such review shall seek a written opinion from the relevant agency, and will require, if necessary, additional data from the applicant, to facilitate the completion of the planning staff recommendation within the statutory time frame for Planning Board action. In performing this Local Area Review, the facility capacity at the end of the sixth year of the approved CIP shall be compared to the demand generated by the "most probable" forecast for the same year prepared by the Montgomery County Planning Department.

E. Guidelines for Resubdivisions

Applications to amend a previously approved preliminary plan of subdivision shall not require a new test for adequacy of public facilities in the following instances:

- o Revisions to a preliminary plan which has not been recorded. Provided that the preliminary plan has not expired and the number of trips which will be produced by the revised plan is not greater than the trips produced by the original plan.
- o Resubdivision of a recorded lot involving the sale or exchange of parcels of land (not to exceed a total of 2,000 square feet or one percent of the combined area, whichever is greater) between owners of adjoining properties for the purpose of small adjustments in boundaries.
- o Resubdivision of a recorded lot involving more than 2,000 square feet or one percent of the lot area provided that less than three years have passed since preliminary plan approval; or if construction has begun on any portion of the preliminary plan, less than five years have passed since preliminary plan approval; or, if construction of an APF related road improvement required as a condition of the original preliminary plan is proceeding as scheduled, less than 10 years have passed since preliminary plan approval. In addition to meeting the requirements above, the number of trips which will be produced by the revised plan shall not be greater than the trips in the original plan.

II. Process for Amending Annual Growth Policy

Chapter 33A, Division 2, of the Montgomery County Code provided that "the County Council may adopt a subsequent resolution, after public hearing, to amend the Annual Growth Policy." The amendment process should be reserved for situations in which a need arises to resolve broad policy issues without waiting for the annual cycle of revision. In such cases, the process should follow a format similar to the one provided for the annual revision process under Chapter 33A, consisting of the following steps:

- (1) A request for amendment must be made in writing to the Planning Board.
- (2) The Planning Board may, in response to such request or on its own initiative, prepare an amendment. The amendment must be accompanied by a statement of the severity of the problem addressed, the nature of the conflict in public policies which is involved, and approaches for resolving the conflict, including any specific recommendations. In cases where the Council or Executive requests an amendment which the Planning Board does not support, the Board must prepare a draft which complies with the original request, in addition to its own recommendations.
- (3) The Planning Board's amendment must be submitted to the County Executive, who may make revisions in the form of specific additions or deletions, and who must then recommend an amendment to the County Council.
- (4) After public hearing by the County Council, the Council may approve, approve with revisions, or disapprove, the amendment recommended by the Executive.
- (5) The Planning Board's amendment must be forwarded to the County Executive not more than forty-five days after receipt of a written request from the Executive or Council. The Executive's recommended amendment must be forwarded to the County Council not more than thirty days after receipt of the Planning Board's amendment. The Council should act on the recommended amendment not more than 45 days after the closing of the public hearing record.

III. Issues to be Addressed During Next Fiscal Year

In adopting the FY 1990 Annual Growth Policy, the Council recognizes that not all aspects of a comprehensive approach to growth policy can be dealt with in one year. To ensure that the policy making process continues to be developed and refined, the following matters are to be dealt with further during the next fiscal year.

1. Comprehensive review of the structure of policy areas. The Transportation and Environment Committee should review related issues including criteria, technical feasibility, timing and agency work programs. The Committee should report to the Council prior to December 1, 1989.

2. Amendments to FY 90 Annual Growth Policy on Special Ceiling Allocations and Local Area Review. The Planning Board expeditiously must prepare amendments for consideration that: 1) establish additional special ceiling allocations for private health care facilities and post-secondary educational facilities; and 2) alter local area review requirements in the Potomac Policy Area to require that development which contributes traffic to the intersections of Democracy and Seven Locks Road and Tuckerman and Seven Locks Road will be subject to local area review.
3. Master Plan Amendment--Gaithersburg Vicinity Master Plan. The Planning Board expeditiously must initiate an amendment to the Gaithersburg Vicinity Master Plan for consideration that would eliminate certain staging ceiling limitations, including those applicable to the Life Sciences Center. The County Executive and Planning Board must concurrently examine existing options and report to the Council during its deliberations on the master plan amendment.
4. Master Plans -- Special Ceiling Allocations for Affordable Housing. The Planning, Housing, and Economic Development Committee should review the effect of master plan limitations on use of special ceiling allocation for affordable housing, including possible legislative approaches to overcome any such limitations.
5. The Planning Board and the County Executive should review with the Council the County's CIP and State CTP program for their prioritization of highway and transit projects relative to the General Plan, master plans, and growth policy priorities, with particular emphasis on the responses being given to the use of Metro lines and the corridor cities plan.
6. Continued comprehensive review of the fiscal impacts of growth, including expenses and revenues.
7. The Planning Board and the County Executive should identify measures to provide more adequate housing capacity under staging ceilings.

This is a correct copy of Council action.



Mary A. Edgar
Acting Secretary of the Council

CHART 1: CORRESPONDENCE BETWEEN TRANSIT AVAILABILITY AND AVERAGE LEVEL OF SERVICE STANDARDS

Average Level of Service Standards	Group Classifications	Public Transport Alternatives to Automobile Travel	Transit Services Available or Programmed				
			Auto Dependent System	and/or	Bus Base Systems	and/or	Fixed Guideway Systems
			Park/Ride Access	Community and Local Bus Service	Regional Park/Ride Express Bus and High Occupancy Vehicle Priority Systems	Commuter Rail or Light Rail	Metrorail
*	I	Marginal	Marginal access to stations or bus routes outside of the area	Not available	Not available	Marginal amount of the area is within walk access	Not Available
\overline{C}	II	Limited	Limited number of park/ride spaces	Limited coverage and frequency	Limited park/ride spaces or lots with local bus service	Limited park/ride access and walk access	Park/ride and kiss/ride access limited to nearby stations outside of the area
$\overline{C/D}$	III	Moderate	Moderate number of park/ride spaces, limited kiss/ride service	Moderate coverage, service limited to policy frequencies	Moderate express bus service in conjunction with a system of park/ride lots	Moderate parking or walk access with system transfers	Moderate station coverage in the area with associated feeder access
\overline{D}	IV	Frequent	Moderate park/ride spaces and moderate kiss/ride service	Moderate coverage, combined policy and frequent demand-based service	Priority treatment for frequent express buses, local circulation feeder services in conjunction with a system of park/ride lots	Same as Group III above	More dense spacing of stations and bus routes
$\overline{D/E}$	V	Full	Limited park/ride with full reliance on kiss/ride access	Full area coverage and a large number of routes with frequencies based on demand	Same as Group IV above	Same as Group III above	Full frequency and full reliance on kiss/ride, easier walk and bicycle access
*	VI	Expanded	Expanded park/ride with reliance on kiss/ride access	Expanded bus frequencies; 100 buses in PM peak	Same as Group IV above	Same as Group III above	Designated CBD; controlled parking; Transportation Mgmt. District

* See Text of the Recommended FY 90 AGP for Methods and Standard of Measuring Traffic.

TABLE 1

FY 90 APF Transportation Ceilings
(January 1988 Base)¹

<u>Policy Area²</u>	<u>Jobs Ceiling</u>	<u>Housing Units Ceiling</u>
Aspen Hill ³	500	-1,100
Bethesda CBD ⁴	8,211	1,865
Bethesda/Chevy Chase	11,087	4,079
Cloverly ⁵	-80	-1,440
Damascus	807	-294
Fairland/White Oak	-2,459	-340
Gaithersburg East	8,769	7,367
Gaithersburg West	25,137	5,879
Germantown East	2,767	3,226
Germantown West ⁵	7,786	4,134
Kensington/Wheaton ³	7,000	3,200
North Bethesda	6,277	1,558
Olney	1,070	3,549
Potomac ⁴	3,119	3,973
Rockville	16,854	1,869
Silver Spring CBD	12,466	3,382
Silver Spring/Takoma Park	<u>1,004</u>	<u>725</u>
Total Policy Areas	112,854	44,806

¹ Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as well as to relevant zoning and water and sewer constraints.

² The ceilings indicate the amount of additional development that can be supported with the transportation capacity available from the first four years of the approved FY 90-95 CIP or FY 89-94 State CIP. Negative numbers indicate the amount by which the estimated level of development exceeds the FY 90 ceilings.

³ Staging ceilings were not adopted for Aspen Hill and Kensington/ Wheaton as separate policy areas in the FY 89 AGP.

⁴ Although ceilings are shown for all policy areas, development in Potomac is controlled through Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.

⁵ Policy areas for which the FY 90 staging ceilings have been reduced below FY 89 ceilings because road projects included in the approved FY 89-94 CIP have been delayed in the approved FY 90-95 CIP by 2 or more years.

NOTE: Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, June 1989.

TABLE 2

Remaining Capacity Under FY 90 APF Transportation Ceilings as of April 6, 1989
(January 1988 Base)

Policy Area ¹	Jobs			Housing Units		
	Jobs	Pipeline	Remaining	Housing	Pipeline	Remaining
	Ceiling ²		Capacity	Units		Capacity
	A	B	C=A-B	A	B	C=A-B
Aspen Hill ³	500	228	272	-1,100	3,018	-4,118
Bethesda CBD ⁴	8,211	8,036	175	1,865	1,067	798
Bethesda/Chevy Chase	11,087	965	10,122	4,079	1,894	2,185
Cloverly ⁵	-80	13	-93	-1,440	608	-2,048
Damascus	807	455	352	-294	372	-666
Fairland/White Oak	-2,459	7,500	-9,959	-340	2,773	-3,113
Gaithersburg East	8,769	13,626	-4,857	7,367	5,535	1,832
Gaithersburg West	25,137	21,825	3,312	5,879	6,602	-723
Germantown East	2,767	2,205	562	3,226	1,838	1,388
Germantown West ⁵	7,786	7,484	302	4,134	4,134	0
Kensington/Wheaton ³	7,000	790	6,210	3,200	818	2,382
North Bethesda	6,277	9,712	-3,435	1,558	1,950	-392
Olney	1,070	917	153	3,549	3,227	322
Potomac ⁴	3,119	351	2,768	3,973	1,913	2,060
Rockville	16,854	15,347	1,507	1,869	402	1,467
Silver Spring CBD	12,466	12,009	457	3,382	1,698	1,684
Silver Spring/Takoma Park	<u>1,004</u>	<u>999</u>	<u>5</u>	<u>725</u>	<u>223</u>	<u>502</u>
Total Policy Areas	112,854	102,462	26,197	44,806	38,072	14,620

¹ Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as well as to relevant zoning and water and sewer constraints.

² The ceilings indicate the amount of additional development that can be supported with the transportation capacity available from the first four years of the approved FY 90-95 CIP or FY 89-94 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the FY 90 ceilings.

³ Staging ceilings were not adopted for Aspen Hill and Kensington/Wheaton as separate policy areas in the FY 89 AGP.

⁴ Although ceilings are shown for all policy areas, development in Potomac is controlled through Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.

⁵ Policy areas for which the FY90 staging ceilings have been reduced below FY89 ceilings because road projects included in the approved FY89-94 CIP have been delayed in the approved FY90-95 CIP by 2 or more years.

NOTE: Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, June 1989.

Table 3

ELEMENTARY SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA
Comparison of 1993 MCPS Projected Elementary School Enrollment to
County Council Approved FY90 - FY95 CIP Program Capacity

	A	B	C	D	E
	September 1993 Enrollment Projected by MCPS ¹	100% Program Capacity With County Council Approved FY 90-95 CIP ²	Capacity Remaining at 100% B-A	110% Program Capacity with County Council Approved FY 90 - 95 CIP B*110%	Capacity Remaining at 110% D-A
School Policy Areas (High School Cluster)					
<u>Area 1</u>					
Blair	4,968	5,137	169	5,651	683
Einstein	2,946	2,991	45	3,290	344
Kennedy	2,723	2,933	210	3,226	503
Paint Branch	3,951	3,972	21	4,369	418
Sherwood	3,119	2,790	(329)	3,069	(50)
Springbrook	3,918	4,407	489	4,848	930
Wheaton	2,628	2,813	185	3,094	466
Subtotal	21,625	25,043	790	27,547	3,294
<u>Area 2</u>					
Bethesda-Chevy Chase	3,013	2,885	(128)	3,174	161
Churchill	2,397	2,489	92	2,738	341
Walter Johnson	3,054	2,824	(230)	3,106	52
R.Montgomery	2,415	2,497	82	2,747	332
Rockville	2,473	2,799	326	3,079	606
Whitman	2,161	2,168	7	2,385	224
Subtotal	15,513	15,662	149	17,228	1,715
<u>Area 3</u>					
Damascus	3,310	3,245	(65)	3,570	260
Gaithersburg	5,964	5,894	(70)	6,483	519
Magruder	2,399	2,458	59	2,704	305
Poolesville	1,159	1,351	192	1,486	327
Qince Orchard	3,849	4,104	255	4,514	665
Seneca Valley	4,999	5,303	304	5,833	834
Watkins Mill	3,590	3,517	(73)	3,869	279
Wootton	3,216	3,102	(114)	3,412	196
Subtotal	28,486	28,974	488	31,871	3,385
	=====	=====	=====	=====	=====
Total	65,624	69,679	1,427	76,647	8,395

¹ Enrollment as projected by Montgomery County Public Schools.

² Cluster capacity as stated in the County Council's Approved FY 90-95 CIP. Program Capacity assumes the student per classroom ratio as funded by the Montgomery County Council (i.e., 25 students per classroom for grades 1 to 6).

Source: Montgomery County Public Schools, Educational Facilities Planning and Development; the Research Division, Montgomery County Planning Department; and the FY90-95 CIP as approved by the County Council.

Table 4

JIM SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA
Comparison of 1993 MCPS Projected Junior, Intermediate, & Middle (JIM) School Enrollment to
County Council Approved FY90 - FY95 CIP Program Capacity

	A	B	C	D	E
<u>School Policy Areas</u> <u>(High School Cluster)</u>	September 1993 Enrollment Projected by MCPS ¹	100% Program Capacity With County Council Approved FY 90-95 CIP ²	Capacity Remaining at 100% B-A	Capacity With County Council Approved FY 90-95 CIP B*110%	Capacity Remaining at 110% D-A
<u>Area 1</u>					
Blair	1,439	1,634	195	1,797	358
Einstein	1,120	1,197	77	1,317	197
Kennedy	1,143	1,058	(86)	1,163	20
Paint Branch	1,542	1,535	(7)	1,689	147
Sherwood	1,272	1,341	69	1,475	203
Springbrook	1,630	1,854	224	2,039	409
Wheaton	1,035	1,107	72	1,218	183
Subtotal	9,181	9,726	545	10,698	1,517
<u>Area 2</u>					
Bethesda-Chevy Chase	713	909	196	1,000	287
Churchill	1,199	1,647	448	1,812	613
Walter Johnson	835	716	(119)	788	(47)
R.Montgomery	994	896	(98)	986	(8)
Rockville	984	963	(21)	1,059	75
Whitman	1,115	1,017	(98)	1,119	4
Subtotal	5,840	6,148	308	6,763	923
<u>Area 3</u>					
Damascus	815	891	76	980	165
Gaithersburg	1,250	1,179	(71)	1,297	47
Magruder	1,115	1,080	(35)	1,188	73
Poolesville ³	0	0	0	0	0
Qince Orchard	1,023	1,062	39	1,168	145
Seneca Valley	1,710	1,850	140	2,035	325
Watkins Mill	890	752	(139)	827	(63)
Wootton	800	837	37	921	121
Subtotal	7,603	7,651	48	8,416	813
Total	22,624	23,524	900	25,876	3,252

¹ Enrollment projections by Montgomery County Public Schools.

² Cluster capacity as stated in the County Council's Approved FY 90-95 CIP. 100 percent of JIM program capacity is defined as 90 percent of the state rated capacity (i.e., 22.5 students per classroom).

³ Poolesville's JIM and high school are one facility.

Source: Montgomery County Public Schools, Educational Facilities Planning and Development; the Research Division, Montgomery County Planning Department; Executive Recommended FY 90-95 CIP; and the FY 90-95 CIP as approved by the County Council.

Table 5

SENIOR SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA
Comparison of 1993 MCPS Projected High School Enrollment to
County Council Approved FY90 - FY95 CIP Program Capacity

	A	B	C	D	E
School Policy Areas (High School Cluster)	September 1993 Enrollment Projected by MCPS ¹	100 Program Capacity with County Council Approved FY 90-95 CIP ²	Capacity Remaining at 100% B-A	100 Program Capacity with County Council Approved FY 90-95 CIP B*110%	Capacity Remaining at 110% D-A
Area 1					
Blair	2,171	2,039	(132)	2,243	72
Einstein	1,235	1,431	196	1,574	339
Kennedy	1,324	1,350	26	1,485	161
Paint Branch	1,605	1,647	42	1,812	207
Sherwood	1,450	1,314	(136)	1,445	(5)
Springbrook	1,980	1,980	0	2,178	198
Wheaton	1,130	1,233	103	1,356	226
Subtotal	10,895	10,994	99	12,093	1,198
Area 2					
Bethesda-Chevy Chase	1,291	1,535	244	1,689	398
Churchill	1,578	1,589	11	1,747	169
Walter Johnson	1,209	1,557	348	1,713	504
R.Montgomery	1,455	1,530	75	1,683	228
Rockville	1,214	1,269	55	1,396	182
Whitman	1,338	1,683	345	1,851	513
Subtotal	8,085	9,163	1,078	10,079	1,994
Area 3					
Damascus	1,230	1,116	(114)	1,228	(2)
Gaithersburg	1,773	1,935	162	2,129	356
Magruder	1,280	1,355	75	1,491	211
Poolesville ³	626	860	234	946	320
Quince Orchard	1,834	1,890	56	2,079	245
Seneca Valley	1,779	1,688	(91)	1,857	78
Watkins Mill	1,529	1,458	(71)	1,604	75
Wootton	1,705	1,575	(130)	1,733	28
Subtotal	11,756	11,877	121	13,065	1,309
Total	30,736	32,034	1,298	35,237	4,501

¹ Enrollment projections by Montgomery County Public Schools.

² Cluster capacity as stated in the County Council's Approved FY90-95 CIP. 100 percent of high school program capacity is defined as 90 percent of the state rated capacity (i.e., 22.5 students per classroom).

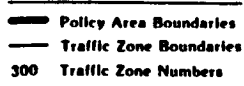
³ Poolesville's JIM and high school are one facility.

Source: Montgomery County Public Schools, Educational Facilities Planning and Development; the Research Division, Montgomery County Planning Department; and the FY 90-95 CIP as approved by the County Council.

MAP 1

POLICY AREAS BY TRAFFIC ZONES

Montgomery County Maryland



Traffic Zone Boundaries

300 Traffic Zone Numbers

BETHESDA CBD

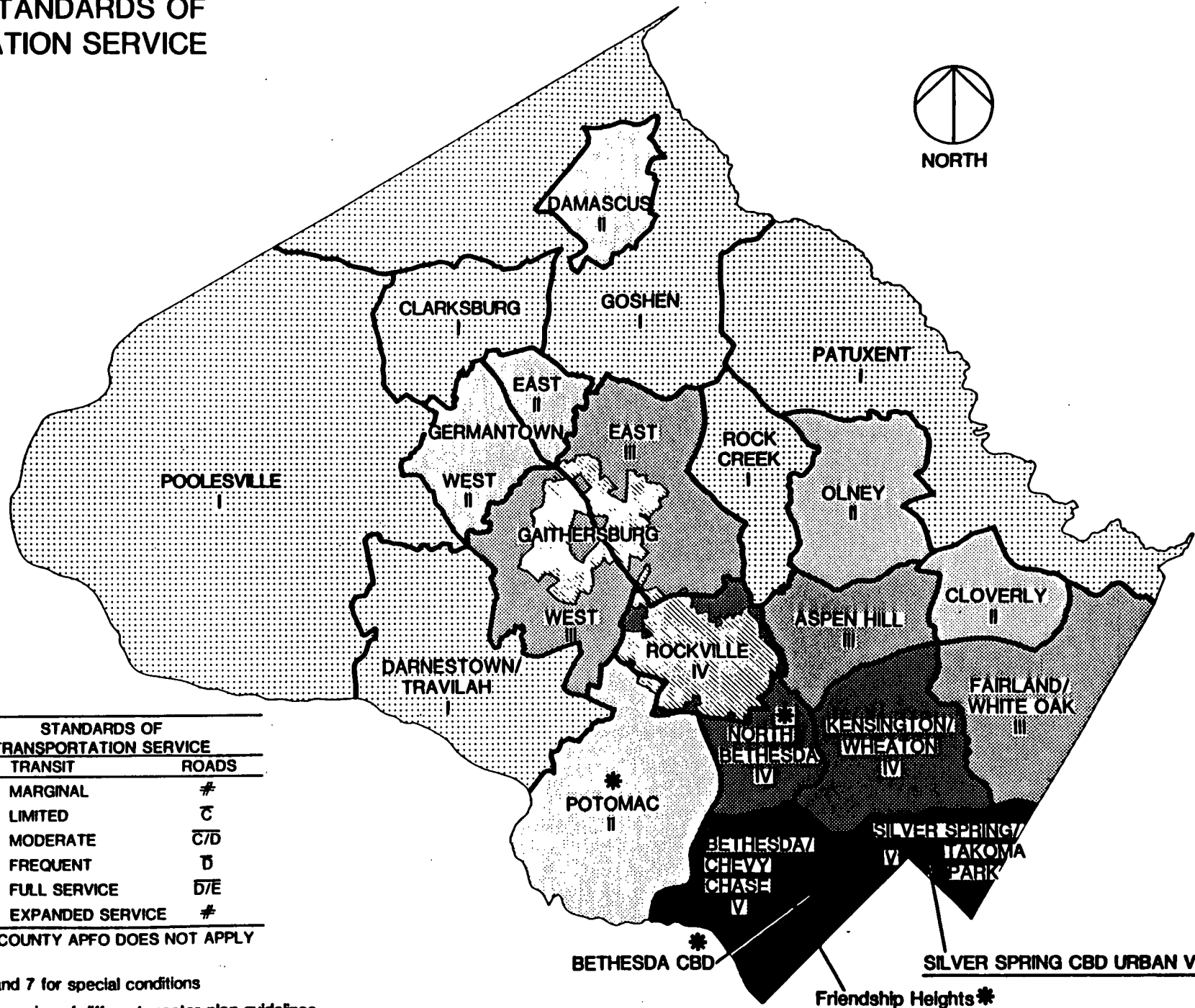
SILVER SPRING CBD

1-49

2

Attachment to Resolution NO. 11-1517

MAP 2 STANDARDS OF TRANSPORTATION SERVICE



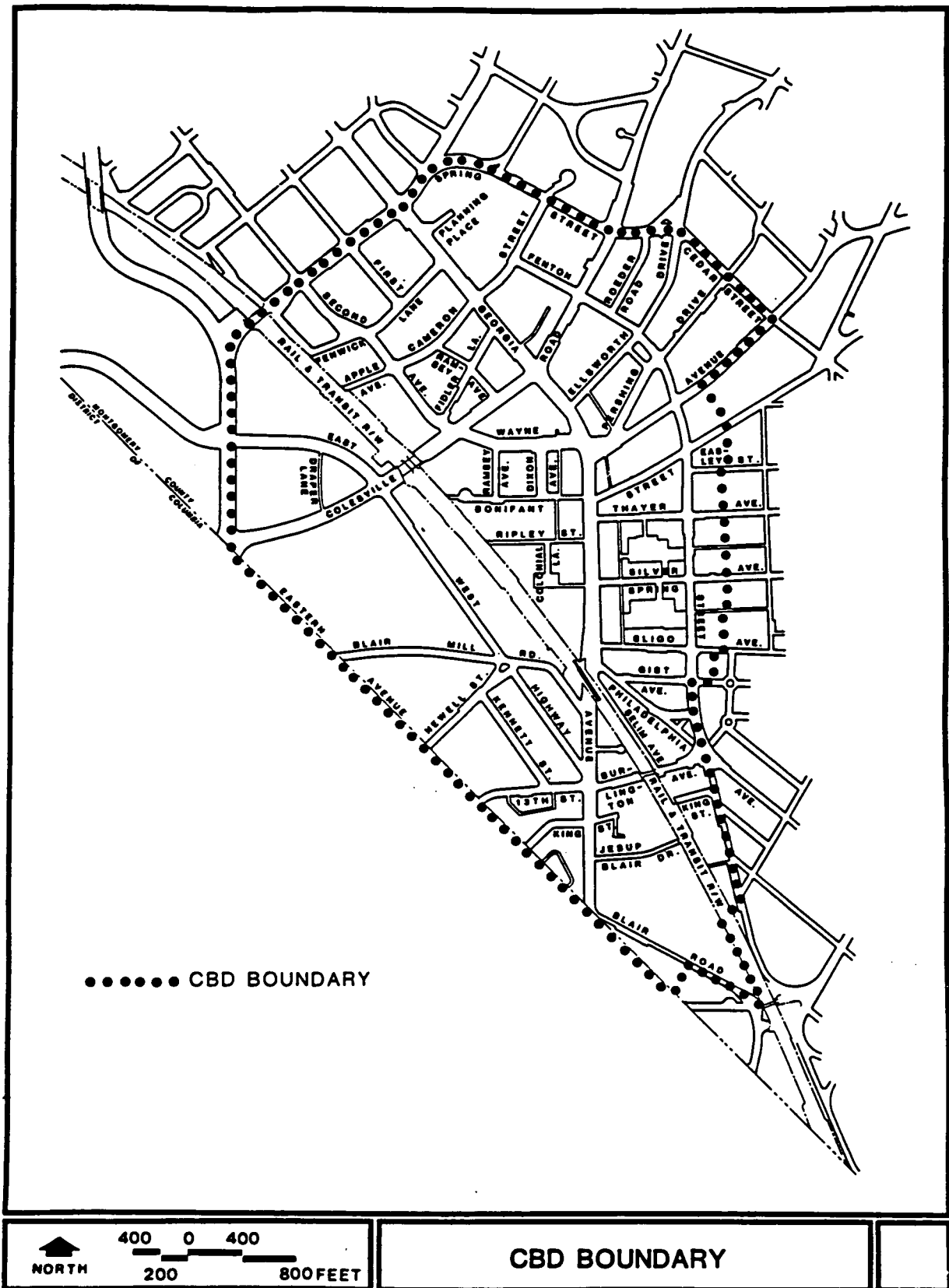
KEY	STANDARDS OF TRANSPORTATION SERVICE	
	TRANSIT	ROADS
GROUP I	MARGINAL	#
GROUP II	LIMITED	C
GROUP III	MODERATE	C/D
GROUP IV	FREQUENT	D
GROUP V	FULL SERVICE	D/E
GROUP VI	EXPANDED SERVICE	#
MUNICIPALITIES: COUNTY APFO DOES NOT APPLY		

See text on page 4 and 7 for special conditions

* See page 4 for a discussion of different master plan guidelines

Source: Montgomery County Planning Department

MAP 3 SILVER SPRING POLICY AREA BOUNDARY



MONTGOMERY COUNTY PUBLIC SCHOOLS

HIGH SCHOOL CLUSTERS

MAP 4

